

CHINA



MAIL

Established February, 1845.

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號三月六年九十七百八千一英

HONGKONG, TUESDAY, JUNE 3, 1879.

日四十月四年卯己

Price, \$24 per Annum.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GORON, Ladgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMPSON, DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monnaie, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO AND American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore, C. HENRIKSEN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELO & Co., Scao, CAMERON & Co., Amoy, WILSON, NICOLLS & Co., Swatow, HENDERSON & Co., Shanghai, LANE, CHAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CHAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars.
Reserve Fund, 1,500,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—Hon. W. KESWICK.
H. R. BRILLIUS, Esq. WILHELM REINHOLD, Esq.
H. L. DALRYMPLE, Esq. F. D. SAMPSON, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
London, BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3½ per Annum.
" 6 " " 4½ " "
" 12 " " 5½ " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE,

Acting Manager.

Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £200,000.

RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Dr. LIABILITIES AND ASSETS, 31st DECEMBER, 1878. Cr.

	£	s.	d.		£	s.	d.
To Capital paid up in full	800,000	0	0	By Cash in hand and at			
Reserve Fund	150,000	0	0	Bankers	1,781,818	13	8
Notes in Circulation	832,875	2	6	Bullion	143,648	5	10
Current Accounts	687,928	13	1	Government Securities	278,391	14	7
Fixed Deposits	1,804,425	11	10	Bills Receivable	4,891,870	15	8
Bills Payable, and other				Advances and Loans	1,466,449	11	1
Sums due by the Bank	4,843,501	3	9	Bank Premises and Furniture at the Head Office and Agencies	88,311	8	10
Profit and Loss							
Balance of this Account	24,756	18	6				
	28,643,485	9	8		28,643,485	9	8

Dr. PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1878. Cr.

	£	s.	d.		£	s.	d.
1878. To Interim Dividend, for the half-year to 30th June last, at the rate of 6 per cent. per annum	24,000	0	0	1877. By Balance brought from last Account	6,310	11	4
Dec. 31. To Balance at date proposed to be dealt with as follows:—				Dec. 31. By Gross Profits for the year	£143,026	14	9
Dividend at the rate of 4 per cent. per annum, for the half-year to date	12,000	0	0	Deduct:—			
Profit & Loss New Account	2,756	18	6	Expenses of Management and General Charges at Head Office and Agencies, including Telegrams and Income Tax	238,665	5	9
	24,756	18	6	Bad & Doubtful Debts written off	411,920	1	10
					105,580	7	7
				Net Profits for the year	42,446	7	2
					42,446	7	2

LONDON, 29th March, 1879.—Examined and found correct,
OWEN LEWIS, WILLIAM VANNER, Auditors.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGÈRE, PARIS.

AGENCIES AND BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOCHOW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT, Manager, Shanghai.

Hongkong, May 20, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON, Manager.

NOTICE.

ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Fochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation,
Hongkong, May 23, 1879.

Intimations.

NOTICE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

DURING the Next THREE MONTHS the Company's Steamers from CHINA will proceed direct to LONDON, leaving Hongkong on the following Dates:—

3rd June	S.S. Lombardy	2723
17th "	" Zambesi	2481
1st July	" Teheran	2889
15th "	" Khedive	8748
29th "	" Kaituma	2988
12th Aug.	" Kaiser-i-Hind	4028
26th "	" Cathay	2982
9th Sept.	" Bokhara	2932

A. McIVER, Superintendent.

Hongkong, May 22, 1879.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, will be Open and Ready for the use of MEMBERS, on MONDAY, the 3rd June next.

Applications for admission as Members to be addressed to

E. GEORGE, Secretary.
Hongkong, May 14, 1879.

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 31st May, 1879.

ALL DRILLS will be DISCONTINUED from this Date, during the Hot Season, or until further Orders.

A. COXON, Captain-Commandant H. K. A. V.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Godowns to be let.

MEYER & Co.
Hongkong, June 2, 1879.

NOTICE.

M. R. EDWARD BURNIE will Conduct my BUSINESS of MARINE SURVEYOR during my temporary absence from the Colony.

R. H. CAIRNS.
Club Chambers,
Hongkong, May 6th, 1879.

NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1878.

SHAREHOLDERS in the above OFFICE are Requested to furnish the Under- signed with a List of THEIR CONTRIBUTIONS for the Year ending 31st December, 1878, in order that the Distribution of the PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 30th JUNE Next will be Adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHIESON & Co., General Agents.
Hongkong, 14th May, 1879.

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIUM CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co., Agents.
Hongkong, May 5, 1879.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

SATURDAY, the 7th of June, 1879, at 4.30 p.m., on the Premises, for Balance of the Term of 999 years,—

PORTIONS OF INLAND LOT No. 105, viz:—

Lot I.—Measuring North 67 feet 7 in.; South 72 feet 4 in.; East on Cochran Street 21 feet 4 in.; and West 31 feet 3 in.;—containing 2,198 superficial feet. Crown Rent, \$20.78.

Lot II.—Measuring North 48 feet; South on Gage Street 48 feet 1 in.; East on Cochran Street 45 feet 7 in.; and West 45 feet;—containing 2,189 superficial feet. Crown Rent, \$20.79.

Lot III.—Measuring North 69 feet 7 in.; South on Gage Street 70 feet; East 45 feet; and West on Gutland Street 44 feet;—containing 3,125 superficial feet. Crown Rent, \$20.57.

Each LOT sold will carry with it the materials thereon of the Buildings destroyed in the Late Fire.

Plans may be seen, and all Particulars obtained at the OFFICE of

SHARP & DANBY,
No. 2, Queen's Road,
late Messrs E. D. BARNES & Co.

Hongkong, May 31, 1879.

Auctions.

PUBLIC AUCTION.

VALUABLE LAND & GODOWNS, &c.

THE Undersigned have received instructions from Messrs LANDSTEIN & Co. to sell by Public Auction, on

THURSDAY, the 12th June, 1879, at 3.30 p.m., at their Office, MARINE HOUSE, Queen's Road,—

The following VERY VALUABLE LOT OF LAND, with COAL GODOWNS and CHINESE DWELLING HOUSES erected thereon, at Praya East, having a Water Frontage of 116 feet by 314 feet, containing about 36,000 square feet, divided into Lots as follows:—

Lot No. 1.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Cross Street. Crown Rent, \$43.80 per annum.

Lot No. 2.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Cross Street. Crown Rent, \$43.80 per annum.

Lot No. 3.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Albany Street. Crown Rent, \$43.80 per annum.

Lot No. 4.—Portion of that PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Inland Lot No. 428, with Four Chinese Dwelling Houses erected thereon, fronting Nullah Lane. Crown Rent, \$43.80 per annum.

Lot No. 5.—That PIECE or PARCEL OF GROUND, situated at Praya East in Hongkong. Registered in the Land Office as Marine Lot No. 116, and Inland Lot No. 429, with Three Large Godowns capable of storing 2,700 tons each, and Two Small godowns with Water Frontage and Servants' Quarters erected thereon. Crown Rent, \$377.96 per annum.

TERMS OF SALE.—One-quarter of Purchase Money to be paid on the fall of the hammer, and the Balance on completion of Transfer, the expense of which to be paid by the Purchasers.

The Property to be at Purchasers' risk on the fall of the hammer.

For further Particulars and Plans, apply to

HUGHES & LEGGE,
Auctioneers.
Hongkong, May 21, 1879.

PUBLIC AUCTION.

TO BE SOLD by PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to

Messrs SHARP, TOLLER, and JOHNSON,
Solicitors, Supreme Court House,
Hongkong,
Hongkong, March 5, 1879.

Shipping.

Steamers.

FOR HOIHOW, HAIPHONG AND HANOI.

The Departure of the S. E. "ATALANTA" has been POSTPONED until WEDNESDAY, the 4th Instant, at 6 a.m.

For Freight or Passage, apply to

MEYER & Co.
Hongkong, June 2, 1879.

FOR SWATOW, AMOY & FOCHOW.

The Steamship "NAMO," Capt. Wharrior, will be despatched for the above Ports on WEDNESDAY, the 4th Instant, at 10 a.m. instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.
Hongkong, June 2, 1879.

Shipping.

Steamers.

OLANO LARINAGA & COY.'S LINE OF SPANISH STEAMERS.

FOR MANILA (DIRECT.)

The New Steamer "CHURRUUA," Captain ABARCA, will be despatched for the above Port on WEDNESDAY Next, the 4th Proximo, at 8 p.m.

For Freight or Passage, apply to

REMEDIOS & Co., Agents.
Hongkong, May 30, 1879.

Sailing Vessels.

FOR FOCHOW.

The British Ship "BLACK PRINCE," Capt. HEWER, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, May 17, 1879.

FOR NEW YORK.

The A 1 American Schooner "IRENE," Captain YATES, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.
Hongkong, May 21, 1879.

FOR NEW YORK.

The A 1 American Bark "EDWARD MAY," Capt. JOHNSON, will load here for the above Port, and will have quick despatch.

Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Moray* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.
Hongkong, June 2, 1879. jn9

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *Alaska*, Captain SEA-SURY, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

The above Steamer having incurred General Average, Consignees of Cargo and Treasure are notified that a General Average Bond is now lying at our Office and will require their signature before delivery.

RUSSELL & Co., Agents.
Hongkong, May 10, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. YANGTSE.

NOTICE.

CONSIGNÉES of Cargo per S. S. *Indus* and *Copernic*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 29th Inst., at 9 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 4th June, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, May 28, 1879. jn4

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOLDEN FLEET, British barque, Capt. James Wiltshire.—Vogel & Co.

ALEXA, British barque, Captain George Roth.—Jardine, Matheson & Co.

VERVINA, American barque, Captain F. W. Call.—Order.

JOHN R. STANHOPE, American barque, Capt. H. G. Pillsbury.—Arnold, Karberg & Co.

KILLARNEY, British steamer, Captain Henry O'Neill.—Gibb, Livingston & Co.

ALICE C. DICKERMAN, American 3-m. schooner, Captain Wm. J. Bugant.—Order.

EXCELSIOR, American barque, Capt. D. B. Eddy.—Captain.

HAWTHORN, British barque, Captain C. Mead.—Wieler & Co.

ECHO.—British barque, Captain G. W. Tozer.—Arnold, Karberg & Co.

To-day's Advertisements.

FOR SWATOW AND FOCHOW.

The British Steamer "KILLARNEY" will be despatched as above on THURSDAY Next, at 2 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.
Hongkong, June 3, 1879. jn5

FOR SHANGHAI.

The Steamship "ELECTRA," BREMER, Master, will be despatched for the above Port on THURSDAY, the 5th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, June 3, 1879. jn5

FOR FOCHOW (DIRECT.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE" will be despatched as above on FRIDAY Next, the 5th Inst., at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.
Hongkong, June 3, 1879. jn6

FOR HIOGO.

The Steamship "HESPERIA," JOHANNSEN, Master, will be despatched for the above Port on or about SATURDAY, the 7th Inst.

For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, June 3, 1879. jn7

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.

(Calling at the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)

The Eastern and Australian Mail Steam Co.'s Steamer "BOWEN" will be despatched as above on THURSDAY, the 12th Inst., at 3 p.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, June 3, 1879. jn8

To-day's Advertisements.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Company's Chartered Steamship "ATHOLL," Captain THOMSON, will leave as above on TUESDAY, the 10th Instant, at 4 p.m.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.
Hongkong, June 3, 1879. jn10

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "VOLA," Commandant GUIRAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, June 3, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "ATA," Commandant ROLLAND, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, June 3, 1879.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Arcton*, Capt. MACVAY, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored, at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, June 3, 1879. jn10

NOTICE.

ALL CLAIMS against the Undersigned Firm, to be sent in on or before the 30th Instant, or they will not be Recognized.

W. B. SPERRATT & Co.
Hongkong, June 3, 1879. jn80

SWISS LLOYD

TRANSPORT INSURANCE COMPANY

OF WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.
Hongkong, June 3, 1879. jn80

TO BE LET.

(From 1st July, 1879.)

THE PREMISES, as at present occupied by Messrs LAMBERT, ATKINSON & Co.

Apply to T. G. GLOVER,
No. 7, Queen's Road Central.
Hongkong, June 3, 1879.

TO LET.

ON MARINE LOT No. 65, formerly known as the "Blue House," Praya East.—A GROUND FLOOR, A FIRST and A SECOND FLOOR, either separately or together. FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.
Hongkong, June 3, 1879.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail S.S. *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on MONDAY, the 16th Inst., at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES to EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., the 16th Inst. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same to be required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 4, Praya Central.

RUSSELL & Co., Agents.
Hongkong, June 3, 1879. jn11

To-day's Advertisements.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MED. TERRANEAN PORTS, SOUTH-AMPTON, AND LONDON (Direct); ALSO BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ZAMBESI, Captain A. SUMMERS, will leave this on TUESDAY, the 17th June, at Noon.

For further Particulars, apply to A. McIVER, Superintendent.
Hongkong, June 3, 1879. jn17

SHIPPING.

ARRIVALS.

June 3, 3 p.m., *Agan*, British steamer, 848, C. E. Stewart, Manila 30, General.—LINTSEAD & Co.

June 3, *Arcton*, British steamer, 1892, A. B. MacVay, Calcutta May 19, Penang 26, and Singapore 27, General.—DAVID SASSOON, SONS & Co.

June 3, *Conquest*, British steamer, 317, F. Elphick, Haiphong May 29, and Hongkong June 1, General.—E. SHON.

June 3, *Fai Hoo*, Chinese gunboat, from Canton.

June 3, H.M.S. *Mermaid*, from a cruise.

June 3, *Katani*, H. M. gunboat, 892, Fred. Edward, Singapore May 24.

June 3, *Pais*, Spanish steamer, 234, Jose Zabala, Manila May 30, General.—RAMONIOS & Co.

June 3, *Florence Nightingale*, British barque, from Whampoa.

DEPARTURES.

June 3, *Gertrude*, for Calao.

3, *Phaton*, for Calao.

3, *Lombardy*, for Europe, &c.

3, *Alaska*, for Yokohama and San Francisco.

3, *Emeralda*, for Swatow, &c.

3, *Crusader*, for Saigon.

3, *Young Lion*, for Bangkok.

CLEARED.

Atlanta, for Holbow.

PASSENGERS.

ARRIVED.

Per *Arcton* from Calcutta, &c., Messrs B. Bond Cabell, R. Hanberry and servant, Wilson, Martin, Durham, Bhimjeebhoy Framjee and servant, 344 Chinese and Natives, and 6 children.

Per *Conquest*, from Haiphong, &c., 22 Chinese.

Per *Pais*, from Manila, 1 Cabin.

DEPARTED.

Per *Lombardy*, from Hongkong, for Southampton, Mr James Jarvis, Dr and Mrs W. S. Adams and family; for Ceylon, Messrs P. Oswald, and J. K. Morrison; for Singapore, Mr Chas. Warburgh.—From Shanghai for Southampton, Mr Robinson and child, Messrs C. Nicholson, and R. O. Johnston.

Per *Alaska*, for Yokohama, Mr and Mrs C. Stetzel, and 1 Chinese; for San Francisco, 4 Europeans, and 61 Chinese.

Per *Emeralda*, for Swatow, &c., Mr and Mrs Paul, Messrs T. J. Reynolds, J. B. McCulloch, and J. D. Burrows.

Per *Crusader*, for Saigon, 20 Chinese.

SHIPPING REPORTS.

The British steamer *Egan* reports: First part fine, latter part boisterous weather.

The British steamer *Arcton* reports: In China Sea fine weather throughout.

The British steamer *Conquest* reports: Left Haiphong on the 29th May, and had S.E. winds and fine weather to port. Left Hongkong on the 1st June, and had strong N.E. winds until we sighted the Ladrones, then very hard squalls and thick fog. Brought up inside the Ladrones got underweight this many and had Northerly winds to port. Passed the S. S. *Meik* in Haiphong river on the 29th May.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY, & FOCHOW.—Per *Namoa*, at 9.30 a.m., on Wednesday, the 4th Inst., instead of as previously notified.

For MANILA.—Per *Churrua*, at 3.30 p.m., on Wednesday, the 4th June.

For SWATOW & FOCHOW.—Per *Killarney*, at 1.30 p.m., on Thursday, the 5th Inst.

For SHANGHAI.—Per *Electra*, at 3.30 p.m., on Thursday, the 5th Inst.

For SAIGON.—Per *Fenelo*, at 4.30 p.m., on Thursday, the 5th Inst.

For FOCHOW.—Per *Brisbane*, at 11.30 a.m., on Friday, the 6th Inst.

For NAGASAKI & HIOGO.—Per *Cheriton*, at 4.30 p.m., on Friday, the 6th Inst.

For STRAITS SETTLEMENTS.—Per *Adria*, at 4.30 p.m., on Friday, the 6th Inst.

MAILS BY THE FARMER PACKERS.

The French Contract Packet *Zeta*, will be despatched on TUESDAY, the 10th June, with Mails to and through the United Kingdom and Europe, via Naples to Saigon, Straits Settlements, Batavia, Borneo, O. yon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to the Cape, St. Helena, and Ascension.

MEMOS. FOR TO-MORROW.

Shipping.

6 a.m.—*Atlanta* leaves for Holbow, &c.

10 a.m.—*Namoa* leaves for Coast Ports. Goods per *Yangtze* undelivered after Noon, subject to rent and landing charges.

3 p.m.—*Churrua* leaves for Manila.

General Memoranda.

THURSDAY, June 5.—2 p.m.—*Killarney* leaves for Swatow, &c. 4 p.m.—*Electra* leaves for Shanghai.

FRIDAY, June 6.—Noon.—*Brisbane* leaves for Fochow. Goods per *Electra* undelivered after this date subject to rent.

SATURDAY, June 7.—*Hesperia* leaves for Hioho. 4.30 p.m.—Sale of portions of Inland Lot No. 105.

TUESDAY, June 10.—Noon.—*French Mail* leaves for Port of Call and Europe. 4 p.m.—*Adria* leaves for Port Darwin, &c.

THURSDAY, June 12.—2 p.m.—*Bowen* leaves for Singapore, &c. 3.30 p.m.—Sale of Valuable Land, &c., at the Marine House.

MONDAY, June 16.—3 p.m.—*American Mail* leaves for Yokohama and San Francisco.

TUESDAY, June 17.—Noon.—*English Mail* leaves for Port of Call and Europe.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS, WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS

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OF Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.45 p.m.

THE CHINA MAIL.

HONGKONG, TUESDAY, JUNE 3, 1879.

PUBLIC attention in Japan is being directed by the Press and by the leading merchants, to a paragraph in the circular letter sent by Sir Harry Parkes to the Consuls at the Open Ports, which, read between the lines, would seem to suggest that a proposition may probably be made to the Imperial Government, when the revision of the treaties comes on, to withdraw the foreign claim to a participation in the coast trade. Were this done the control of the whole coastal trade of Japan would fall virtually to the Mitsui Bishi Company; and this, the Chairman of the Yokohama Chamber of Commerce pointed out the other day, would be an extremely unsatisfactory state of things, that Company being in fact a Government association, and unhealthy in so far as it is not dependent upon its profits for its continuance. There can be no reasonable doubt that the M. B. Co. is a creature of the Japanese Government. The people have the right to call determinedly for the complete destruction of the present ruinous compact between those in whose hands their interests are placed, and a powerful speculator, with a few undivulged backers. Those who pay the taxes from which the 810,000 yen was borrowed to buy the fleet, and from which is annually paid the 250,000 yen subsidy, have a right to say that they will not allow this great and continuous robbery to go on unchecked any longer. There might be many ready to acquiesce in the wisdom of the arrangement were it shown for a moment that the slightest palpable or prospective good to any considerable number or class of the community resulted from this expensive scheme; but, so far from that being the case, it is abundantly proved that, apart from the dead loss occasioned to the Imperial Exchequer by this steady drain of hard cash paid out to the Company (say 250,000 a year, in addition to a lump sum to start with of some £182,000), the great advantages which it was supposed to bring about have, on closer inspection, turned out to be positive inflictions. The official report of the Postmaster General sets forth that this money was voted to establish the so-called Company because it was believed that it would "increase and facilitate communication between the different ports of Japan, and between China and Japan, and secure it almost entirely to the Japanese flag." Has it done this? No; but exactly the reverse has been the case. Native trade and industry have been strangled in their birth, or stunted in their growth, by a heavy blow from the iron hand of a tyrannical Government monopoly. That important element in the world's work, the productive labourer, has been discouraged in the highest degree by the impediments thrown in the way of his finding a market. That great desideratum in every country, and especially at a time like this, has a very large proportion of

its people poor, and living "from hand to mouth"—a cheap, complete and ready means of communication between the habitat of the food producer and the large centres of artizan life and food consumption—has been completely lost sight of or ignored. The country, as a whole, has suffered in paralyzed trade and dear food; and who have been the gainers? The persons forming the Government, or those in the Government who have been most connected with the working of this monopoly, are not likely to have lost by it. And the miserable dummy, Mr Iwasaki Yatoro, who has been put in by the Government to call himself "the proprietor of all the steamers known as the Mitsui Bishi Company's vessels," although he never paid a cent towards their purchase, must have "feathered his nest" pretty well; if it be true as he tells us—and we have no reason to doubt him—"there never have been any shareholders in the Company"; that "the Government gave him the steamers which formed the Company," that he "has never paid, and has never been asked to pay for them," and that the earnings pass into his hands. Over and over again it was shown in articles on the "Coast Trade" which appeared in the *Japan Gazette*, (on whose statements we are mainly founding our remarks,) that high and disproportionate freights were charged by the Mitsui Bishi, as compared with those for which foreign owners were ready to charter superior vessels. Where, we would ask, have the profits gone? In an *ad misericordiam* appeal published by the talented individual who in himself is the best and the end-all of the Company, he stated last year that "the Shanghai line had been a continual loss, but the aid and support of the Government encouraged the efforts to promote the public weal, though it did not appear that the Company could continue much longer. The losses during December, 1877, and January, 1878, aggregated 89,130 yen on the working of three lines only, and no profit was derived from the other lines." When the Company's vessels were employed as Government transports during the war the Company was compelled to borrow a million yen to purchase ships for regular service, which, at the conclusion of the war, had to be laid up in great numbers because there was no freight for them. If this be true, the sooner this abortion of an enterprise "to promote the welfare of the country," dies a natural death the better for the country. And the Government and the Mitsui Bishi Company cannot but admit, if what they tell us is true, if they are only throwing good money after bad, that the sooner this scheme collapses the better for themselves. Any attempt to bolster up, by increased privileges, such a rotten concern, which can bring no one any profit except the ring of speculators who carry it on under false pretences, to their own aggrandisement and at the cost of the tax-payers, should, in face of the fact that its present peculiar advantages have been grossly abused, be met boldly by those who, in the interests of the World as against Japan, are to revise the Treaties at a not far distant date. If the only objection the Japan representatives have to things being improved, or even remaining as they are, lies in a fear that British ships would steal the coast trade and profits, the answer, we fancy, is ready and complete. The Japanese authorities may keep their minds easy on that score, for, so far from the trade going away from the Japanese flag, there is every reason to believe, as the *Gazette* says, that the Mitsui Bishi steamers would be outnumbered, outtailed, and outbid in the matter of freight, without a single foreigner being employed beyond the mere act of chartering steamers for Japanese use. Everybody trusts to a great work being done by those who revise the Treaties. We trust this expectation is not ill-founded. Only, we say, they will signally fail of their duty, miserably miss the whole point of the reform they have been selected to formulate, if they allow such an anomalous misapprehension as this of all true economic Science to blur the page they will then write of the History of Civilization and Free Trade in the East.

REUTHER'S TELEGRAMS.

(SUPPLIED TO THE "CHINA MAIL.")

(Per E. E. & Co. Telegraph Co.'s Line.)

LONDON, 1st June.

Sir Garnet Wolseley has started for the Cape.

LONDON, 1st June.

Mount Etna is in active eruption.

THE OAKS.

Wheel of Fortune..... 1

Coromandel..... 2

Adventure..... 2

BOMBAY, 1st June.

large one. Messrs. Algar, Arthur and Blades, sang respectively, "The Bridge"; "The Pilgrim of Love" and another, and "Do they miss me at Home?" in a most prize-deserving manner. Messrs. Lamont and Passmore acting as accompanists. Corporal Jenkins of the 27th Regt. sang "Ever of Thee" in a very pleasing style, accompanying himself. That old friend of the Institution, Professor Dirrell, sang one or two of his "gems"; Mr. Lamont played two very pretty pianoforte solos, one from "Orpheus," the other from "Lucia"; and a reading was given of Tom Hood's, "Sailor's Apology for Bow-legs." This comprised the programme; all the performers acquitted themselves to the entire satisfaction of the audience. One of those present, in connection with the Chairman's remarks about the punkah, volunteered to subscribe \$1.50 towards the cost of the new punkah, which amounts, we believe, to some \$20; he hoped others would follow his example; but no other volunteered. The receipts at the door were \$8.10.

RECEIPTS OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING JUNE 1st:—

	European.	Chinese.
Monday, May 26th,	55	357
Tuesday, 27th,	89	285
Wednesday, 28th,	63	260
Thursday, 29th,	80	303
Friday, 30th,	99	298
Saturday, 31st,	55	383
Sunday, June 1st,	56	
Grand total, 2,233.	427	1,806

LIST of Articles presented or lent to the City Hall Museum from April 26th to 1st June 1879:—Snake, by G. Boulouze, Esq.; Moth, by Geo. Holmes, Esq.; Spar, by J. M. Armstrong, Esq.; 2 Bats, by H. L. Dennis, Esq.; Black Ape, from Hainan, (lent) by W. R. Landstein, Esq.; Native Plan of Peking, by Dr. N. B. Dennis; Wasp's Nest, by R. Deacon, Esq.; 32 Specimens of Woods, from South New Zealand, by A. Wohlers, Esq.; Spotted Shark, by Mr. Mok Yung Choy; 1 Hamadryad Snake, and 18 Stuffed Birds (lent), by H. M. Harrison, Esq., &c.; Deer, by J. G. Godall, Esq.

THE telegrams which appear in our columns to-day are gratifying. In the first place, the Afghan war is at an end. The treaty with Afghanistan was to be ratified on the 30th May, and immediately thereupon the majority of the troops were to be withdrawn from Jellalabad. The Scientific Frontier, for which the poetic soul of Lord Beaconsfield longed, has been established "by consent"; and we shall, no doubt, have now a few more peace songs sung as to the virtues and abilities of these Heaven-created statesmen, the Prime Minister, and the Viceroy, who presumably got England into a scrape of overwhelming magnitude, simply that they might show how easily they could get her out of it again. This would be all very well as a mimic warfare at Cook's Circus, where the "heaps of glittering gold" are so much mere tinseled, and no one is ever killed; but when the fearful cost has to be paid in the blood of our fellow-countrymen, and in treasure which represents hard-earned savings, was should not be rushed into without grave cause. Thank Heaven, this one is over. The details of the bargain which we have been able to drive with the successor of the Amer for the £120,000 yearly subsidy we are to pay him as long as he does not transgress the conditions of his agreement, are not yet to hand in full; but there can be no doubt that, as the key-note of the policy concerning the whole, may be safely accepted of the text of General Sam. Browne, in his Kurum Valley speech, when, assuring the friendly tribes, the Chiefs of each of which were present, that the Government had no intention of retaining Kandahar or Jellalabad, he said that "whilst aware of the double part many played, he forgave the past, they must be sincere in the future and not be misled. Freedom of religion was guaranteed as long as the British remained. The Government would be made as little intrusive as possible, whilst security of life and property would be insured." We have it from another source that the peace terms include British occupation from Koortum, Shiergardan Pass, Khyber and Loargi to Kandahar and Pishan, and the establishment of a permanent British agency. The only point on which we have very little information is, what precise status or position is the new Ruler of Afghan to hold, first with regard to ourselves, and in the second place, with regard to the people of Afghanistan.)

THE Japan Gazette hears that the Comptoir d'Escompte de Paris will shortly re-open its branch at Yokohama.

THE O. & O. steamer *Gasco* left San Francisco on the 16th ult., and was expected at Yokohama about the 6th June.

Mrs. General Donovan, accompanied by Lieutenant Drummond, A. D. C., arrived at Singapore on the morning of the 26th.

by the P. & O. Co.'s steamer *Guallior*, on his annual tour of inspection of the military forces stationed in the Straits Settlements.

H. M.'s gunboat *Kestrel* left the Singapore roads on the 25th, for Penang and the coast of the Native States to search for the British steamer *Perak*, which, there is reason to believe, has been lost, she having left Penang on the 16th instant, bound for the Native States, and not since been heard of.

THE Shanghai Courier believes it is Mr. Hennessy's intention to visit Shanghai, and possibly Peking, as well as the Japan ports, and that he will probably arrive at Shanghai towards the end of June. Our contemporary is misinformed. Such an idea was in the Governor's mind some considerable time ago, but has long since been given up. His trip is exclusively to Japan, where there is quite enough to occupy him for the comparatively short time he will be absent.

We are astonished to see our contemporary take over, without comment, from the *New*

York Herald, a ridiculous sensational piece of bunkum, telegraphed to that paper from London, by its "Own Correspondent." Therein it is set forth that "England's foreign trade is in an unsound state as her home commercial and manufacturing interests," that "England's trade with China, which has been decreasing steadily year by year, is now said by merchants to be as good as altogether dropped, owing to the lack of profits on the business, and the unsatisfactory state of England's relations with China," and that, "in fact, it seems probable that England's trade with China will have to be abandoned, for it is admitted that American opposition and enterprise have entirely killed English rivalry in that part of the world." Now, anything more shamelessly exaggerated or silly can scarcely be conceived; and no English paper should give currency to anything of the kind without an exposure of the idiosyncrasy of the conception.

THE Singapore people are to be congratulated on the great boon they have secured in the establishment of an Ocean Post Office for their benefit. The first delivery of the ticket-holders' letters, which had been all put up in bundles by the travelling sorter and were ready five minutes after the arrival of the mail vans at the Post Office, has apparently been botched, however, either from forgetfulness on the part of the ticket-holders, or the obstinacy of their poets.

The letters of most of the ticket-holders were not claimed for an hour or an hour and a half after they were ready. We may point out that by this delay in sending in their letter bags, not only do ticket-holders lose the advantage of the travelling sorter, but they entail a serious inconvenience on the Post Office, which, at that busy time, cannot afford to keep a clerk waiting for an hour or a couple of hours at the ticket-holders' delivery window.

THE steamer *Moray*, from Calcutta, which arrived here on Sunday brings Calcutta files up to the 19th May, from which we take the following telegrams, which are new to us:—London, May 14 (delayed considerably owing to repetition being necessary) Sir Stafford Northcote, in the House of Commons, made a statement denying that the Viceroy and Queen had exchanged telegrams respecting the policy of Government. The Viceroy had simply wired the movements of different British columns in Afghanistan to Her Majesty after the declaration of war with the Amir, and the Queen's reply to the Viceroy was submitted to the Cabinet before despatch.

The Earl of Derby has published a letter explaining his retirement from the Lancashire Conservative Association in consequence of his dissent from the foreign policy of the Government, to which the Conservatives have given their approval.

Orders were sent from the Admiralty to Portsmouth on the 22nd April for the immediate preparation of the troopship *Owen*, to convey a reinforcement of 1,200 men to the Cape.

London, May 15.—The latest advice from Capetown, dated the 29th April bring no news of any further movements on the part of the British forces. The Boers, who had been meeting, are now separating, and have entrusted to Sir Bartle Frere a memorandum to the Queen, praying for their independence, which Sir Bartle has, however, refused to support.

Bombay, May 14.—The troopship *Olive* with drafts for the 24th Regiment on board, has been wrecked near Dyer's Island. The men were all saved, but the ship and stores including Gatling guns and 120 tons of ammunition, sunk in deep water.

Poonah, May 14.—The Government High School, the Boodwar Palace, all the City Law Courts, the Post Office, the Police Office, and fifty private houses were totally destroyed by fire last night, the work of incendiaries. The fire was got under, but not subdued till noon today. The troops gave valuable assistance. Disloyal Brahmins are suspected in connection with the doctos.

Lahore, May 14.—Only a week or two's grain is left in Kashmir. Obstacles are placed in the way of transport. The people are dying by hundreds of starvation.

Disturbances are reported at Kabul. The Government must probably guarantee Yakub's throne.

Singapore, May 13.—News from Lundikotal says, on the 11th, at noon, marauders, three hundred in number, supposed to be Marjan Khayla, attacked the convoys half way between Lundikotal and Dakka. They were driven off by the report and troops from Hala Chur. Three sardars were wounded, two severely, and will probably die. Subsequently, on hearing the firing, a company of Sappers, who were building a fort in the pass at Torkhan, and a company of the 99th Foot from Lundikhan, who were stationed there as escort to the Sappers, followed up the marauders, inflicting on them a loss of five killed and two wounded. There was no casualty amongst the troops, who retired to their post, arriving a little after sunset. The enemy did not follow them up.

Manila.

(Translated from our Manila Exchanges.)

The Oplam Farm License for Manila and the district of Morong, will be put up to be competed for, from \$385,000 upward.

A fire broke out in the village of San Mateo, about 8 o'clock on the evening of 21st May, destroying nearly the whole of the wooden houses of the parish of Dilis.

During the first fortnight of May, there were imported into these islands \$123,000 in Spanish silver coins, \$850 in foreign silver coins, and \$439 in bullion; and exported during the same period, \$421,366 worth in Spanish gold coins, and \$850 in foreign silver coins.

The British schooner *Catherine Marden* left for Hongkong via Iloilo on the 24th May.

Freight settlements.—Br. bq. *Penrith*, for Liverpool, 450 to 500 tons wet sugar at 45/; and some 2400 bales hemp at 47/8; Ger. bq. *Athelred*, for London, 850 to 1000 tons wet sugar at 45/; and 5000 bales hemp at 50/; Br. bq. *Arabella*, for the Channel, dry sugar, private rate; Amr. bq. *Quickstep*, for New York, 350 tons dry sugar and 4500 bales hemp at private rates.

Marine Court.

(Before H. G. Thomsett, Esq., R.N.) Tuesday, June 2nd.

WHO IS MASTER ON BOARD SHIP?

Pang Ahn, chief engineer, Lau Ahnung, fireman, and Tang Ayan, quarter-master, were charged on remand (1) with mutinous conduct on board the S. S. *Norma*, on the high seas, and (2) with maliciously breaking a boat to pieces on board that steamer, on the 28th May, the said vessel then being aground off Hainan Head.

The defendants had been up at the Police Court the previous day, and remanded, being admitted to bail in \$400, each, for which amount the owner of the vessel, Mr. Kwok Ahnung, stood bail.

Mr. Stephens, of Stephens and Holmes, appeared to watch the case on behalf of the defendants.

Archibald Gillespie Walker, master of the *Norma*, was first examined; he stated: The *Norma* got ashore during the passage from Hainan to this port. No one on board was capable of heaving the lead but the Chief and second Officers, who were Europeans. All the rest of the crew were Chinese. The Chief Officer was heaving the lead, when the vessel struck. After she struck, we backed her stern, and got her round on the opposite course to that she had been steering, and then gave the order by telegraph and verbally to go "full speed ahead." The vessel did not move. Third defendant was at the wheel, and left it without orders. I ordered the engines to be stopped. At 6.30 p.m. both mates were at the lead, one forward and one aft.—Witness gave orders to the first defendant to have steam ready at any moment. The Chief Mate reported the water rising, and first defendant was then given the order "full speed ahead," the ship being shifted forward but aground still. The engines did not move, and first defendant refused to move them. Witness then told the compressor that he was not on the Articles, but was the owner's representative, to speak to first defendant. The compressor went towards him as if to do so, and he, first and third defendants held a consultation. The third defendant then went to witness and said "Captain! it is no use going ahead, the ship won't come off." Witness then told the Chief Officer to tell first defendant to go full speed ahead, but the engines still remained stationary.

Witness felt confident that the ship would have got off clear if the engine had been moved, as he had sounded for a mile all round the ship. The vessel was drawing 16 feet 7 inches aft, and 14 feet 6 inches forward. There were 15 feet of water forward and aft at the time the order was given to go ahead. A ship's length, or a ship-and-a-half's length ahead there was plenty of water to float the ship. The stern post only was in the sand. Witness then put the telegraph at "stop," as the chief engineer would not obey orders, and told all the crew that if they had confidence in him he would get the ship off. At about 8.30 p.m. he suddenly found the engines going full speed ahead, there only being 11 feet of water alongside at the time. The mates were at the lead the whole time. Witness asked the first defendant why he moved the engines without orders, and told him he would break them if he did so. First defendant then stopped the engines and laughed. The first defendant told witness that he would have to lighten the ship before she would come off. Some of the crew got into one of the life boats, took the breakers out and filled them with water. A boat was on deck filled with melons, and they threw the melons overboard, and broke the boat up, saying they wanted it for firewood.

The second defendant and another man were ordered out of the wheel-house on one occasion, and second defendant called witness a cooie, daring him to strike him in the eye.

In reply to Mr. Stephens, witness said: I had sole charge of the ship and had the same authority as I would have on board any other British ship. The compressor had no authority over the crew. The crew only received orders from me, and my officers. The reason I asked the compressor to speak to the Chief Engineer was because he (the compressor) could speak both Chinese and English. I had had great trouble with the crew from time to time in getting them kept in order. The Chief Engineer never refused steam before. I have never been charged at a Police Court. I decline to answer any questions regarding the marks on my face. The first defendant had been treated as a friend; he has been with me since 1876. The third defendant has not been so obedient; I did not get rid of him because I must get along peacefully. The second defendant is a blackguard, and wanted to fight me. He has only been with me one voyage. I discharged a man for misconduct, and have had no pleasure since.

James Maynes, the chief mate, was called, and gave corroborative evidence; his examination was not concluded when the Court rose.

The case will be resumed to-morrow at half-past 10 o'clock.

THE "BRANDS" All Lomas, fireman, belonging to the British steamer *Brabant*, was charged with riotous and disorderly conduct, and assaulting the fourth engineer, Mr. Alexander Harris.

The case was dismissed, as it appeared from the evidence that defendant had not understood the complainant's order, and there were other mitigating circumstances.

Police Intelligence.

(Both Magistrates Sitting.) Tuesday, June 3rd.

There were a large number of cases before the Magistrates to-day, although most of them were of very little public interest.

MORE STRANGERS' WHISTLES STOLEN.

A few days ago we reported a robbery that had taken place on board the steamer *Kishan* and *Yotani* of their steam-whistles. A similar robbery was attempted on board the *Jahang* early this morning, but the thief (one Leong Po, a boatman) was caught in the act, and was to-day taken before the Magistrate. He proved to be an old offender, having been convicted last December of larceny. He admitted the theft, and said that he was induced to commit it as he could not obtain any employment.

His Worship sent him to six months' imprisonment, the first and last fourteen days to be in solitary confinement, and the rest with hard labour.

DARING ROBBERY.

Another daring robbery was committed on Saturday in the Queen's Road, at a jeweller's shop. Jussah Kitchie, a barber, employed at Mr. Moore's, was bargaining for a gold chain, at the Nam Sing Jeweller's shop, Queen's Road Central, and had agreed to pay \$29 for one. He counted the money out in notes and silver, and laid it on the counter, when a man who was looking into the shop from the street, rushed in, and snatching up the money, and a gold ring valued at \$6 made off with them. The barber pursuing him, he was caught, and the money found on him.

Mr. Plunket sent him to six months' hard labour.

SUSPICIOUS CHARACTERS.

LA A-I and four other men were brought up on remand, charged by Inspector Swanson, with being suspicious characters. A bamboo shed had been erected on Crown land at Showkies, and public gambling was carried on. No one was found in the shed, but there were evidences of its having been used as a gambling house. Defendants were arrested on suspicion. Mr. Creagh discharged them for want of evidence.

THEFT OF ANCHORS.

Leong Aho, the shop-keeper who was charged some days back with being found in possession of eight anchors, known to have been piratically stolen from the *Kum U Hing* junk, on the high seas, was again brought up, and discharged, there being no evidence of a guilty knowledge.

DRUNK.

Francis Grail, a seaman, British ship *Philippine*, was fined \$1 for being drunk and incapable.

FALSE REGISTRATION OF DEATH.

Lit Ahi was charged, by Mr. Omond, of the Registration Office, with having given willful false testimony in stating the cause of the death of a lad named Ng An, who died of opium poisoning and the inquest on whose body we reported in Friday night's issue.

Mr. Wotton appeared on behalf of the accused and admitted the charge, but stated in extenuation that it was done in order to prevent the body being opened.

Mr. Plunket committed the case for trial, but admitted defendant to bail in \$500.

MARINE STORE KEEPER.

An important case was decided by Mr. Plunket to-day, in which Lai Ayik, and Chan Ain, marine store dealers, were charged with being found in the unlawful possession of a quantity of copper nails. Lam Aou, a cooie, had stolen a quantity of nails from a marine store dealer's at Scott's Lane, and sold them to defendants. When brought before the Magistrate he acknowledged the theft and pointed out the place where he had sold the nails. He gave evidence before the Magistrate to-day. The nails had been stolen at various times, and sold to the defendants immediately afterwards. No questions were asked him, either as to his name, or where he got the nails. The books of the shop were produced by P. O. Grimble, and it was shown that the proper entries had not been made as required by the Ordinances under virtue of which marine store dealers carried on their business; and His Worship fined the first defendant \$50, he being the owner of the shop; the second defendant was discharged.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

(Money Market Review, April 19.)

The twenty-fifth ordinary meeting of the shareholders was held at the Cannon-street Hotel, on Wednesday, 19th instant; Mr. William Paterson in the chair.

Mr. William Charles Mullins (the Secretary) read the notice convening the meeting. The report and accounts were taken as read.

The Chairman said it was understood that banks generally had passed through very troublous times since their last meeting, and he need scarcely say that Anglo-Indian banks had had more than their share of trouble consequent upon the action of the Indian Government in regard to finance, and the German Government respecting silver.

While merchants had been suffering so much from these and other causes, it was not to be expected that exchange banks could make large profits, or entirely escape losses, and he thought that those who had been in the turmoil would not be disappointed with the accounts now placed before them, or with the reduced dividend proposed on this occasion. The City of Glasgow Bank disaster was mentioned when they last met, but its enormity was not then known, and they could not foresee the greatly increased depression in trade which followed, or that their business would have been so injuriously affected as it had been during the past six months. The creditors of the City of Glasgow Bank would, it was stated, be paid in full, and as this bank had received, or expected to receive, about three millions in the pound from the drawers of the bills held by it, no essential loss was anticipated. Otherwise their looks-up were small, and he might say that their accounts generally were liquid and readily convertible. They had made no advances on plantations, and even on business premises the loans did not amount altogether to \$20,000. The past six bills held by the bank were neither many nor heavy, and they were generally represented by goods which, if not actually sold, were very carefully valued, so that any probable deficiency might be taken into

account before closing the books. Every loss of which they were aware up to that very moment appeared in the profit and loss account now submitted. Their securities were all valued at the current prices and rates of exchange of the day, excepting the fixed capital employed locally at the branches, which stood at 4s. the dollar and 1s. 3d. the rupee. It was not liable to the fluctuations of exchange; but on this occasion the directors thought it well to calculate what it would have cost if it had been necessary to bring the whole of it home, even at the present miserable rates of exchange, and it would be satisfactory to the shareholders to know that one-sixth of their reserve fund—which amounts to \$150,000—would have sufficed to replace the whole capital at their head office. They might have made a transfer entry in their books of \$25,000 from the reserve fund to exchange contingency account, and all their accounts would then have been interesting money. Fortunately there was no necessity for such an exchange operation, and when, if ever, it did occur, probably silver might be appreciated then at more present, and the Indian Government might have changed its present policy. The usage of bills had been discussed for some time, and some action had lately been taken, in which this bank cordially joined. The result was that, after August next, no Indian bank would draw at more than four months' sight. The leading credit issuing bankers had not yet agreed to this as a maximum date, but he thought they would ere long find it advantageous to do so. Bills at three months' sight were becoming more and more general for goods via the Suez Canal, and the shipments via the Cape, though bulky, were of comparatively small value. Their balance-sheet, he thought, spoke for itself. It told its own tale, and indicated the progress, as well as the strong position of the bank. The shareholders would observe that they had nearly \$1,500,000 of cash, which was certainly more than they liked to have unemployed. Altogether, considering the low cost of produce in the East, he thought they might look for better things to follow; at any rate they might expect not to see a continuance of the losses which had occurred during the past year. He believed the shareholders knew the exact position of the bank, but he would be very glad to answer any question or afford any additional information that might be desired. He could only add that if a special survey were required, their ship would be found staunch and strong, ably officered and well manned, and having weathered the storm, ought naturally to look for favouring breezes while they kept on the right course. The resolution he had to move was—That the report now presented, together with the balance-sheet and profit and loss account, be approved and adopted.

Mr. John Jones seconded the resolution.

Mr. J. R. Morrison said he was glad to see the six months' usage was to be reduced to four months, though it was still not short enough in his opinion; he thought a sixty to ninety days' usage ought to be adopted.

Mr. Bett said nothing proved more clearly than the present position of the bank the wisdom of the policy adopted in the past, and he thought the shareholders ought to be very grateful to the management for the accounts now in their hands. He would ask what the renewed charter provided with respect to the liability of shareholders, as he thought this should be stated publicly? It was known that this and the other Indian banks were holders of rupee paper, and he would ask the Chairman to state the price at which this paper was entered in their books?

The Chairman, in reply, said, with respect to the charter, it was renewed about four years ago on precisely the same terms as the original charter, and it provided that "the proprietors shall be liable to contribute to the payment of the debts and liabilities of the said company to the extent of twice the amount of their subscribed shares"—in other words, having paid £20 per share, they were liable for £20 more if this bank could possibly be insolvent as the City of Glasgow Bank had been. The Government securities held by the bank were chiefly Indian 4 and 4 per cent. rupee paper, which were valued at the actual market prices of the day. With regard to Mr. Morrison's observations as to the usage of bills, the resolution arrived at was the best they could get adopted. They would promote the reduction of the usage as much as possible.

In reply to further questions, the Chairman stated that the reserve fund was not invested in any specific manner, but their freehold in Threadneedle-street and the business premises abroad represented more than half of it.

The motion was then carried unanimously. The Chairman proposed—"That a dividend at the rate of 4 per cent. per annum (free of income-tax), for the half-year ended 31st December last, be now declared, payable on and after 23rd inst."

Mr. William Mannaughtan seconded the proposition, which was carried unanimously.

The Chairman said he mentioned at the last meeting that Mr. James B. Bullen Smith, late of Calcutta, had joined the board, and he had now to ask the shareholders to confirm his election.

Mr. Frederick W. Heilgers, in seconding the election, said Mr. Smith had had exceptional opportunities of studying the ramifications of Eastern trade and public opinion in India. These were special recommendations which would enable Mr. Smith to render valuable service to the bank.

The election was confirmed.

The Chairman proposed the re-election of Mr. Mannaughtan as a director.

Mr. Ludwig Wieser seconded the proposition, which was carried.

Mr. William Christian proposed the re-election of Mr. William Paterson as a director.

Mr. James Whittell seconded the proposition, which was carried.

On the motion of Mr. Atkinson, seconded by Mr. Carl E. Melchers, the auditors, Messrs. Owen Lewis and William Yanner, were re-appointed.

Mr. J. O. Surtees moved a cordial vote of thanks to the chairman and directors, and thought they had doubly earned it this year, for the especially good management of their affairs.

The motion was carried.

The Chairman, in acknowledging the compliment, said it was gratifying to receive their thanks; but without the active zeal and cordial support of their chief manager and staff, the efforts of the directors would be of little avail; and to Mr. Gwyther and his lieutenants their best thanks were due for the present position of the bank.

On the motion of Mr. Skinner, seconded by Mr. Atkinson, a vote of thanks was passed to the manager and officers of the bank.

The Manager briefly returned thanks on behalf of himself and his colleagues, and the meeting then terminated.

COMMERCIAL.

MESSRS. HEINEMANN & Co.'s Freight Circular for the Mail of Tuesday, 3rd June, says:—

The Freight market has remained inactive during the past fortnight, the amount of business done being small, and though the amount of disengaged tonnage is considerably reduced, yet demand is so small that freights both homeward and coastwise are barely maintained at late quotations.

Homewards, the slight improvement in freights from the Philippines has fallen off, the arrival of several disengaged vessels in Manila having a bad effect on the market; some demand continues, but rates are lower.

Coastwise, there is little doing, small vessels finding great difficulty in getting any employment; the demand for steamers from Saigon to this port has slackened considerably, and rates are quite nominal.

The British barque *Hawthorn*, 290 tons; the British barque *Northern Star*, 324 tons; the British barque *Carriack*, 918 tons, proceed to Manila, and the American barque *Memnon*, 855 tons, to Iloilo, all under orders from home; the British barque *Black Prince*, 750 tons, left for Foochow, to load there for the Colonies.

The disengaged tonnage in port, amounts to 14 vessels, registering 9,877 tons, steamers not included.

The following are the settlements:—

American barque H. E. Tapley, 946, to New York, £1,275 in full.

American 3-m. schooner Irene, 431, to New York, private.

German barque Fulda, 881, Cebu to London or Liverpool, private.

American barque A. W. Weston, 740, Iloilo to New York, private.

British barque Fiery Cross, 695, Manila to London, private.

British barque Philippine, 801, to Melbourne, £1 3s. 6d. per ton, of 50 c. ft., 30 days.

French barque Esperance, 274, to Bordeaux, private.

American barque J. R. Stanhope, 407, to San Francisco, \$2,000 gold in full, 35 days.

German barque Besthoven, 340, to Wunglam, Quinhon and back, \$1,700 in full, 35 days.

German schooner Delphin, 238, Newchwang to Biogo or Yokohama, 30 cents per picul, 17 days; and back to Hongkong via Newchwang, 26 cents per picul, 17 days.

Norwegian barque Henric Ibsen, 274, Talwanfo to Yokohama and back to Amoy via Newchwang, 45 cents per picul, 32 days.

German barque Pelho, 251, Takao to Yokohama and back to Hongkong via Nagasaki, \$2,000 in full, 35 days.

German barque Faugh Ballaugh, 240, Whampoa to Chiofo and back to Hongkong via Newchwang, 35 cents per picul, 35 days.

German schooner Hongkong, 219, to Newchwang and back, 25 cents per picul, 21 days.

German schooner Juliane, 187, Whampoa to Tientsin, \$850 in full, 20 days.

Danish schooner Anne, 171, Whampoa to Tientsin, \$1,000 in full, 20 days.

British steamer Crusader, 647, Saigon to Hongkong, 23 cents per picul, 9 days.

German steamer Olympia, 783, Saigon to Hongkong, 23 cents per picul, 9 days.

British steamer Penedo, 652, Saigon to Hongkong, 23 cents per picul, 8 days.

British steamer St. Mark, 1097, Saigon to Hongkong, 22 cents per picul, 11 days.

Spanish steamer Zamboanga, 651, Saigon to Hongkong, 16 cents per picul, 9 days.

British steamer Galley of Lorne, 1845, to Saigon and back, 24 cents per picul, 11 days.

British steamer Adria, 784, to Singapore and Penang, \$3,250 in full.

Quotations.

HONGKONG, June 8, 1879.

OPIMUM.—New Patna, cash, \$540
" Old " cash, ...
" New Benares, cash, 506 a 507
" Old " cash, ...
" New Malwa, credit, 730
" Allowance Teals, ...
" Old Malwa, credit, 750
" Allowance Teals, 2

Intimations.

DENTAL NOTICE.

D. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.
Hongkong, February 10, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.
Hongkong, September 23, 1878.

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the SAILOR'S HOME, West Point.
Hongkong, July 25, 1878.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL Office.

Notices of Firms.

NOTICE.

MR. THOMAS WILLIAM WRIGHT is authorized to SIGN our Firm for Procurement from this Date.
SAYLE & Co.
Hongkong, May 6, 1879. jn6

NOTICE.

MR. CARL STIEBEL is authorized from this Date to SIGN our Firm for Procurement here, at Shanghai and at Yokohama.
REISS & Co.
Hongkong, May 29, 1879. jn29

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. WALTER SCOTT FITZ, in our Firm in Hongkong and China, CRASED on the 31st December last.
Mr. CHARLES VINCENT SMITH is admitted a Partner from this Date.
RUSSELL & Co.
Hongkong, January 1, 1879. jyl

NOTICE.

MR. JAMES ANDERSON, formerly Manager of the FOOCHOW DOCKS, has this Day been admitted a Partner in our Firm.
J. INGLIS & Co.,
Victoria Foundry, Wanchai.
Hongkong, April 1, 1879. jy8

To Let.

TO LET.

TWO HOUSES, Nos. 29 and 31, HOLLYWOOD ROAD.
Apply to
J. J. dos REMEDIOS & Co.
Hongkong, May 9, 1879. jn9

TO LET.

OFFICES, PRAYA CENTRAL, now occupied by Messrs. NORTON & Co., with possession from 1st June next.
Apply to
RUSSELL & Co.
Hongkong, May 26, 1879. jn26

TO LET—AT WANCHAI.

FIRST CLASS GODOWNS.
Goods of every description Landed and Stored.
For terms, apply to
LANDSTEIN & Co.
Hongkong, April 4, 1879. jy4

TO LET.

(For Eight Months.)

THE PARSEE VILLA, ROBINSON ROAD, FURNISHED. Possession from 1st July next. Rent moderate. For Particulars, apply at
THE OFFICE OF THIS PAPER.
Hongkong, May 30, 1879.

TO LET.

DART, 8 BATHURST ROAD, at present in the occupation of Messrs. GILMAN & Co. Possession from 1st June next.
Apply to
STEPHENS & HOLMES,
Solicitors.
2, Club Chambers, 28rd May, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED, BONAHO ROAD.
WITH Large TENNIS LAWN.
Apply to
SHARP & DANBY,
No. 6, Queen's Road Central, late Messrs. E. D. Sassoon & Co.
Hongkong, May 10, 1879.

TO LET.

OFFICES in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAK & Co.
Hongkong, April 9, 1879.

To Let.

TO LET.

MARINE HOUSE—WEST.
SECOND FLOOR and a GODOWN.
OFFICES in Queen's Road, now under the occupation of Messrs. WILSON & BIRD, and Messrs. DAVIS & Co.
Also,
OFFICES and GODOWN in DUNDRELL STREET.
Apply to
E. R. BELILIOS.
Hongkong, May 21, 1879.

TO LET.

HOUSE No. 9, ZETLAND STREET.
DAVID SASSOON, SONS & Co.
Hongkong, April 29, 1879.

TO LET—FURNISHED.

THE CLIFFS, near Mount Gough, containing SIX LARGE ROOMS, &c.—presently occupied by Dr. ADAMS.
Apply to
Mr. J. D. HUMPHREYS,
Hongkong Dispensary.
Hongkong, May 8, 1879.

TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.
Apply to
LANDSTEIN & Co.
Hongkong, February 4, 1879.

Notice.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;
Also,
BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 10th of June, 1879, at Noon, the Company's S. S. TIGRE, Commandant CHAMPENOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 9th of June, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, May 28, 1879. jn10

Accidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. GALLIC will be despatched for San Francisco via Yokohama, on or about July 1st, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.
Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 30th instant. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
A REDUCTION is made on RETURN PASSAGE TICKETS.
Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.
For further information as to Freight of Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
H. M. BLANCHARD,
Acting Agent.
Hongkong, June 2, 1879. jyl

INSURANCES.

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE Insurance in China.

MEYER & Co.,
Agents.
Hongkong, June 2, 1879. jyl

INSURANCES.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up—£100,000
Reserve Fund in hand—£120,000
Annual Income—£250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Fookchow, Shanghai, and Harbin, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1878.

Insurances.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MELOCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRE, Secretary.
Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.
THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.
Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.
Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED—1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up—£100,000
Reserve Fund in hand—£120,000
Annual Income—£250,000

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Fookchow, Shanghai, and Harbin, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1878.

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

Vessel's Name	Flag	Tons	Date of Arrival	Consignee or Agents	Destination	Remarks
Adria	Brit.	780	May 27	P. & O. S. N. Co.	S'pore and Penang	6th inst.
Aegean	Brit.	848	June 3	Landstad & Co.	S'pore, Calcutta, &c.	at daylight
Ararat	Brit.	1392	June 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	at daylight
Atalanta	Brit.	783	May 29	Meyer & Co.	S'pore, Calcutta, &c.	at daylight
Atholl	Brit.	923	June 1	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	at daylight
Bombay	Brit.	749	Feb. 12	Kwok & Cheong	Fookchow	6th inst.
Brisbane	Brit.	1700	May 19	Gibb, Livingston & Co.	Nagasaki & Hiogo	6th inst.
Charlton	Brit.	786	May 23	Melchers & Co.	Manila	To-morrow
Chinkiang	Brit.	799	June 1	Siemens & Co.	Y'ham & S. F. China	at daylight
Churrua	Span.	398	May 30	Remedios & Co.	Salgon	To-day
City of Peking	Amer.	5079	May 29	P. M. S. S. Co.	Salgon	To-day
City of Santiago	Brit.	1291	May 27	Adamson, Bell & Co.	Salgon	To-day
Conquest	Brit.	317	June 3	R. Shun	Salgon	To-day
Cruiser	Brit.	647	May 26	Britfield & Swire	Salgon	To-day
Danube	Brit.	550	May 29	Yuen Fat Hong	Salgon	To-day
Eleuthera	Brit.	1161	May 31	Siemens & Co.	Salgon	To-day
Emeralda	Brit.	395	May 20	Russell & Co.	Salgon	To-day
Fame	Brit.	117	May 29	Gibb, Livingston & Co.	Salgon	To-day
Flintshire	Brit.	1236	May 27	Siemens & Co.	Salgon	To-day
Hesperia	Brit.	1136	May 27	Siemens & Co.	Salgon	To-day
Killarney	Brit.	1060	May 15	Gibb, Livingston & Co.	Salgon	To-day
Klungchow	Brit.	385	May 27	Russell & Co.	Salgon	To-day
Leyte	Span.	312	April 8	Russell & Co.	Salgon	To-day
Maharajah	Brit.	994	May 28	Siemens & Co.	Salgon	To-day
Malacca	Brit.	1109	May 31	P. & O. S. N. Co.	Salgon	To-day
Moray	Brit.	1427	June 1	Jardine, Matheson & Co.	Salgon	To-day
Namos	Brit.	862	May 31	Douglas Laprak & Co.	Salgon	To-day
Norna	Brit.	606	May 31	Kwok & Cheong	Salgon	To-day
Olympia	Brit.	783	May 29	Landstad & Co.	Salgon	To-day
Palmyra	Brit.	284	June 3	Remedios & Co.	Salgon	To-day
Penelope	Brit.	662	May 31	Melchers & Co.	Salgon	To-day
Sea Owl	Amer.	48	Mar. 24	China Traders' Insurance Co.	Salgon	To-day
Zephyr	Brit.	117	May 29	Gibb, Livingston & Co.	Salgon	To-day
Abbie N. Franklin	Amer.	460	Mar. 6	Landstad & Co.	Salgon	To-day
Adelaide	Amer.	815	June 1	Adamson, Bell & Co.	Salgon	To-day
Advance	Brit.	388	May 17	Chinese	Salgon	To-day
Aleppo	Brit.	685	April 27	Borneo Co., Limited	Salgon	To-day
Alexa	Brit.	424	April 20	Jardine, Matheson & Co.	Salgon	To-day
Allice O. Dickerman	Amer.	501	May 16	Order	Salgon	To-day
Anna Bertha	Brit.	468	May 31	Siemens & Co.	Salgon	To-day
Annora	Brit.	294	May 20	Chinese	Salgon	To-day
Carriack	Brit.	976	May 21	Meyer & Co.	Salgon	To-day
Chamron Kamry	Brit.	609	May 16	Kim Tye Loong	Salgon	To-day
Channel Queen	Brit.	609	May 24	Edward Schellhaas & Co.	Salgon	To-day
Charité	Brit.	256	June 2	Carlson & Co.	Salgon	To-day
Ching-too	Brit.	304	May 24	Borneo Co., Limited	Salgon	To-day
Clara	Brit.	987	May 25	Borneo Co., Limited	Salgon	To-day
Colwyn	Brit.	1180	May 31	Borneo Co., Limited	Salgon	To-day
Conchita	Brit.	430	May 31	Remedios & Co.	Salgon	To-day
E. M. Young	Brit.	845	June 1	Chinese	Salgon	To-day
Echo	Brit.	360	May 31	Arnhold, Karberg & Co.	Salgon	To-day
Edith	Amer.	1173	April 30	Vogel & Co.	Salgon	To-day
Edward May	Amer.	928	April 8	Russell & Co.	Salgon	To-day
Elizabeth	Brit.	447	May 18	Wilder & Co.	Salgon	To-day
Eve	Brit.	328	June 1	Landstad & Co.	Salgon	To-day
Excelsior	Amer.	695	May 17	Captain	Salgon	To-day
Faugh Balough	Brit.	240	May 30	Carlson & Co.	Salgon	To-day
Florence Nightingale	Brit.	464	June 8	Arnhold, Karberg & Co.	Salgon	To-day
Fulda	Brit.	384	May 8	Melchers & Co.	Salgon	To-day
Gauntlett	Brit.	686	May 17	Gibb, Livingston & Co.	Salgon	To-day
Golden Fleese	Brit.	898	Mar. 10	Vogel & Co.	Salgon	To-day
Hattie E. Tapley	Amer.	946	April 28	Vogel & Co.	Salgon	To-day
Hawthorn	Brit.	296	May 23	Wilder & Co.	Salgon	To-day
Haze	Amer.	882	April 13	Vogel & Co.	Salgon	To-day
Highlander	Amer.	1352	June 19	Vogel & Co.	Salgon	To-day
Irene	Amer.	481	May 16	Russell & Co.	Salgon	To-day
John R. Stanhope	Amer.	407	May 5	Russell & Co.	Salgon	To-day
Julia A. Brown	Amer.	542	May 25	Russell & Co.	Salgon	To-day
Kirkland	Brit.	453	June 1	Chinese	Salgon	To-day
Krung Thep	Brit.	488	May 20	Siemens & Co.	Salgon	To-day
Martha Davis	Amer.	648	May 29	Russell & Co.	Salgon	To-day
Northern Star	Brit.	327	May 30	Wilder & Co.	Salgon	To-day
Paisig	Brit.	216	May 30	Russell & Co.	Salgon	To-day
Patia	Brit.	395	May 31	Siemens & Co.	Salgon	To-day
Paul Marie	Brit.	324	June 1	Carlson & Co.	Salgon	To-day
Perla del Oceano	Span.	219	May 20	Chinese	Salgon	To-day
Philippine	Brit.	300	May 17	Rossario & Co.	Salgon	To-day
Prima Donna	Amer.	1450	April 16	Vogel & Co.	Salgon	To-day
Prince Arthur	Brit.	298	June 1	Kwong Cheong Loong	Salgon	To-day
Sumatra	Amer.	1090	Sept. 5	Russell & Co.	Salgon	To-day
Vestavia	Amer.	813	April 28	Russell & Co.	Salgon	To-day
Young Siam	Brit.	701	May 9	Kim Tye Loong	Salgon	To-day
Zouave	Amer.	1202	April 25	Captain	Salgon	To-day
WHEAPOA	Brit.	171	May 30	Chinese	Salgon	To-day
Anne	Brit.	187	May 31	Captain	Salgon	To-day
Juliane	Brit.	479	May 7	Captain	Salgon	To-day
Malvina	Brit.	479	May 7	Captain	Salgon	To-day
CANTON	Brit.	814	June 1	Siemens & Co.	Salgon	To-day
Amoy	Brit.	820	June 1	P. O. S. N. Co.	Salgon	To-day
Fuyew	Brit.	820	June 1	P. O. S. N. Co.	Salgon	To-day

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
An-lan	6 h	Chinese	gunboat	221	8	70	May 26	J. Godall
Fei Hoo	6 h	Chinese	revenue cruiser	.....	.....	.....	June 3	Cooker
Kestrel	7 h	British	gun vessel	592	4	100	June 3	Fred. Edwards
Marquez del Duero ...	K. D.	Spanish	gunboat	.....	.....	.....	May 8	Lobs
Meanees	0 k.	British	military hospital	2591	.....	.....	.....	.....
Midge	7 c	British	gunboat	465	4	120	June 1	H. Salmon
Modeste	7 c	British	corvette	19 0	14	850	May 22	J. G. Mead
Mooreen	7 h	British	gunboat	420	4	60	April 28	W. Carey
Mosquito	6 h	British	gunboat.	495	4	50	June 8	Lt.-Comd. G. A. Gray
Muldrake	7 h	British	gunboat	455	4	60	May 15	J. B. Rags
Nictor Emanuel	6 h	British	Commodore's flag-ship.	3087	20	.....	.....	Commodore Smith

HONGKONG, MACAO AND CANTON RIVER STEAMERS.								
Name.	Tons.	Captain.	Owners.					
Atchoy	153	Holland	G. McEain					
Chang	700	Martin	Butterfield and Swire					
Lin Shan	457	Ory	H. C. & M. S.-boat Co.					
Loan Kiang	617	H. C. & M. S.-boat Co.					
1890	Benning, A.	H. C. & M. S.-boat Co.					
184	Kwok Acheong					
184	H. C. & M. S.-boat Co.					
1814	O. M. B. N. Co.					
1814	H. C. & M. S.-boat Co.					
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